

CENTRAL INTELLIGENCE AGENCY
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INFORMATIONAL REPORT

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COUNTRY USSR
SUBJECT Railways, Roads, and Bridges~~CONFIDENTIAL~~

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1. The end of the southern broad gauge line into Rumania from the Soviet Union is at Reni, near Ismail.
2. The railway yards at Saratov, the main rail junction for southern and western Russia and the Ural area, are well equipped with new rolling stock. The majority of the freight cars have a load capacity of between 50 and 60 tons. (2 December 1947.)
3. A double-tracked sideline was built at the end of the war from Kharkov to Dnepropetrovsk.
4. A sideline has recently been completed between Mariadish and Kuibyshev. (2 December 1947).
5. The double-tracked Gorki-Moscow line is in full operation. (2 December 1947)
6. The following lines have been fully repaired and are carrying traffic (prior to November 1947):
Vitebsk - Gomel
Mogilev - Borisov
Sevastopol - Kharkov - Kursk
Kharkov - Poltava
Yaroslavl - Moscow
7. A double-track line is under construction from Konotop to Kremenchug. (Prior to November 1947)
8. The main station of Gorki is being enlarged and modernized. (Prior to November 1947)
9. A side line between Schlusselburg and Sherem was completed in 1946-47.
10. The line Velizh-Vitebsk was fully operating again in 1946.
11. A new railway line is under construction from Bardichev to Starokonstantinov. (1947)
12. The railroad from Odessa to Balta and Olgopol has been completely rebuilt.

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The double-track branch line from Beresovka to Nikolaev has been repaired and is functioning again. (Autumn 1946-July 1947)

13. The line from Nikolaev to Odessa has been repaired; however, the bridge over the Bug is still out of commission and trains must cross the river by ferry. (Prior to October 1947)
14. The roadbed of the railway line from Serdobak via Rtishchevo and Kirsanov to Tambov is being relaid. (1947)
15. A single-track line is under construction from Serdobak to Bekovo to join the existing branch line from Kirsanov. (1947)
16. In 1946, a line was built from Medvezhinsk to Tomishbetskaya.
17. Construction of a narrow-gauge railway, 146 kms long, between Kurgan Tyube (37°50'N, 68°45'E) and Kulyab (37°55'N, 69°45'E) had begun as of 9 July 1947. The line is scheduled to be in full working order toward the end of the present Five Year Plan. Comment: This is probably a continuation of the Stalinabad-Kurgan Tyube line, built in 1945.) 50X1-HUM
18. Surveying for a new railway from Mogilev via Zhlobin and Rachitsa to Kiev was begun in March 1947.
19. A new double-track railway has been laid from Izhevsk to the industrial area of the Northern Urals (March-December 1947) 50X1-HUM
20. The Kazan-Yatka and Kazan-Kuibyshev rail lines are double-tracked. (1947)
21. The Poltava-Kiev line has been double-tracked. (1947)
22. There is a double-track rail line from Kirovabad to Shusha. From a point 20 kilometers west of Tams, a line was built during the war leading into the hills in the direction of Dilizhan. Comment: The new road and railway to Dilizhan are believed to have been constructed because of the exploitation of new ore deposits in the Dilizhan hills.) 50X1-HUM
23. A double-track rail line has been built from Nikolaev to Kherson. The principal rail line from Nikolaev to Kiev is in service.

Roads

24. A first class asphalt road is under construction from Kirsanov via Tambov to Koslov. (1947)
25. A road from Uglich to Rybinsk, roughly 100 kilometers long, was finished toward the end of 1946. The road has a good rubble foundation, paved surface, and a width of 12 meters.
26. The road from Odessa to Tiraspol has been relaid and has two roadways of five to seven meters each. (Autumn 1946 to July 1947)
27. A road has been completed from Berdichev to Cherkassy. This road is five meters wide. (July 1947)
28. A new road is planned and surveyed, linking Kotlas with Vologda via Veliki Ustyug. A road bridge over the Sukhona river, with a capacity of 40 tons, has been completed as part of this plan. (July 1947)
29. Corduroy roads built by the Germans in the Velizh area have been improved and enlarged by the Russians. A very good corduroy road links Velizh with Gorodok. (1947)

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30. An Autobahn is under construction from Kazan to Izhevsk as an extension of the Moscow-Sverdlovsk Autobahn. This stretch is 350 kilometers long. By June 1946, 200 kilometers had been completed. At that time, the road was divided into five sections, on each of which 5,000 men were employed. The road is built on the pattern of the German Autobahn, with divided double-lanes seven meters wide. The road is asphalted and has a rubble base one meter deep. The Autobahn passes through the localities of Larets and Vodriminskoye.
31. A road has been completed from Nogilev to Staro Bikhov. It is five meters wide and is for the most part concreted. (Prior to November 1947)
32. The following roads are open to traffic (2 December 1947):
 - Goridi-Moscow: Asphalted, five meters wide, open for all traffic; all bridges on this road are of concrete with iron traverses.
 - Kazan-Laishov-Mamadish: Asphalted at the beginning of 1947.
 - Kharkov-Rostov
 - Kursk-Kharkov: Asphalted.
33. The road from Shusha to Elisavetpol (Azerbaidzhan) is six meters wide, has a surface of rolled rubble, and is in good condition. Other roads in this area are in extremely bad condition and are frequently swept away by rain. (December 1947)
34. The road from Kharkov via Poltava to Kremenchug is in extremely good condition, has an asphalted surface, and is six meters wide. (December 1947)
35. The road from Korsak-Nogila to Melitopol is asphalted and in good condition; the remaining roads in this area are little better than footpaths. (December 1947)
36. In 1946, a new road was constructed from Chistopol to Kazan. This road is five meters wide and has a stone and flint base.
37. The roads from Tin to Dyalgorod and to Voronezh have been reconditioned with a strong rubble foundation and paved surface. (March-December 1947)
38. The highway from Ivanovo to Moscow has been relaid; it is a double roadway. Each roadway is between six and seven meters wide. (March-December 1947)
39. The road from Nikolaev to Kherson has been put into service again. (1947)
40. A good road leads from Taur to Dilishan in the Caucasus. (1947)

Bridges

41. A bridge was built over the Kama river, north of Chistopol, on the Chistopol-Kazan road. This bridge has concrete piers and a wooden superstructure; its carrying capacity exceeds 40 tons. (December 1947)
42. Thirteen kilometers south of Kazanets Podolsk, an 800 meter-long railway bridge is under construction over the Dniestr. (2 December 1947)
43. Work was begun in June 1946 on the construction of a road bridge over the Vyatka at Mamadish. Because of faulty workmanship, it was pulled down in the autumn of 1946. In April 1947, a fresh start was made and the bridge was practically completed in October. It is constructed entirely of concrete, has a load capacity of 150 tons, and a breadth of 8 meters. Icebreakers are attached to the piers to protect it from drift ice.

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44. A bridge over the Dniepr on the Mogilev-Chaucei road has just been completed. It has a concreted superstructure and roadway and a carrying capacity of over 20 tons. A second bridge, slightly downstream from that above, was swept away by the current while still under construction and has not been replaced. (Prior to November 1947)
45. Near Kherson, a large bridge has been built over the Dniepr in the direction of Alashki. This bridge is of concrete and has a load capacity of 150 tons. (1947)
46. The railroad bridges near Kineshma which were destroyed have been rebuilt in concrete with a load capacity of 60 tons. (1947)

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